ഞ്ഞിട്ടുള്ള ഒരു ഇനത്തിനു് ഇതുപോലെ ഒരു ദയവു ചെയ്യുവാൻ ഗവൺമെൻറിനു വിരോധമില്ല. സർക്കാർ മരങ്ങൾ കളവുപോകയാണെങ്കിൽ കണ്ടുപിടിയ്ക്കുവാനും തടയുവാനുമായിട്ടാണു് ഈ പാസ്സു് ഏർപ്പാടു്. അങ്ങിനെയാണെന്നുണ്ടെങ്കിൽ ഈ പ്ലാവു് എന്നു പറഞ്ഞ ഒരു ഇനത്തിനു് ഈ അവസരത്തിൽ പാസ്സുകൂടാതെ കൊണ്ടുപോകുവാൻ അനുവാദം കൊടുക്കുന്നതുകൊണ്ടു് വലിയ ഉപദ്രവമൊന്നും ഉണ്ടാകുമെന്നു് എനിയ്ക്കു തോന്നുന്നില്ല.

മിസ്റ്റർ പാറ മാമ്പിള്ളി — വെട്ടിമാറ്റിക്കൊണ്ടുപോകുന്നതിനാണോ പാസ്സുവച്ചിട്ടുള്ളതു്?

മിസ്റ്റർ ടി. കെ. നായർ—പുരുപണി ആവശ്യത്തിനും മറ്റും ഒരു സർവ്വേ നമ്പരിൽനിന്നും മറ്റൊരു സർവ്വേ നമ്പരിലേയ്ക്കു് കൊണ്ടുപോകുന്നതു് പാസ്സുകൂടാതെ പാടില്ലെന്നാണു് പറയുന്നതു്. ഇതിനെ സംബന്ധിച്ചു് ഗവർമ്മെണ്ടിന്റെ അഭിപ്രായം അറിഞ്ഞതിന്റെ ശേഷം എതിരായിട്ടു വാദമുണ്ടെങ്കിൽ അധികം പ്രസംഗിച്ചാൽ മതിയെല്ലോ. ഉണ്ടെങ്കിൽ ഞാൻ അപ്പോൾ മുഴുവടി പറഞ്ഞുകൊള്ളാം.

Mr. T. Narayana Menon.—Sir, I may inform the House that the Government have been pleased to accept the proposal contained in the cut motion and the necessary correction slip to the rules of the Forest Code will be issued soon.

Mr. T. K. Nayar.—Thank you.

Motion was, with leave, withdrawn.

Grant put and carried.

11—Tramway—Rs. 1,11,534.

Mr. T. Narayana Menon.—Sir, I request that the House may be pleased to grant an allotment of Rs. 1,11,534 under XI—Tramway. I may be permitted to remark that from the standpoint of the Tramway Department, this session of the Council was an unique one for the absence of questions or adverse criticisms on the working of that Department. I believe I shall be right in interpreting this silence not as a sign of flagging interest but as indicating a better appreciation of the satisfactory results of the working of the Department under difficult conditions. Such an attitude will be found justified by the opinion of the Premier Forestry Journal in India. The Indian Forester has the following editorial note in its issue for March 1934, under the heading, "Successful Forest Tramway":—

"The Cochin Forest Annual Report gives a statement showing the financial results of the working of certain forests by means of a Tramway, from the time of its inception till the end of the year under report. The net profit for the year is Rs. 31,190 after setting off a sum of Rs. 41,651 towards interest on the total expenditure at 2 per cent per annum. It is of

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interest to note that during a period of 26 years working of this Tramway, the forests tapped by it have yielded a net revenue of Rs. 23·87 lakhs, and setting aside Rs. 10·12 lakhs as interest at 2 per cent for the whole period on capital expended on the Tramway the aggregate net profit derived up to date by means of this Tramway will be Rs. 13·75 lakhs. It will thus be seen that the Tramway has fully justified its existence by the financial results obtained".

I have no hesitation in saying that the attention which the Hon'ble Members on the other side of the House have always bestowed on this difficult subject and their helpful and constructive criticisms have, in no small measure, contributed to the successful working of this institution. The Government too have spared no pains in bestowing the utmost possible care and thought in dealing with various complicated questions connected with this undertaking the solution of which was rendered more difficult by the unprecedented slump in the timber market that set in. Expenditure was considerably cut down as may be seen from the appreciable reduction in the maintenance charges of the Department for the last 2 years. The Government also explored the possibility of augmenting the earnings by encouraging private traffic on the line, with the result that the Tramway has now become the established route for the transport of timber from the British Anamalais. In the year 1107, revenue from this source was Rs. 47, 572, in 1108, Rs. 48,144 and in the current year, over Rs. 60,000 is expected, and this income is being earned without any appreciable extra expenditure. In the meanwhile, the possibilities of the forests served by the Tramway are being correctly ascertained and a well-defined programme of working fixed up by undertaking the preparation of scientific working plans. Thus every effort is being made to maintain the institution on a profit-yielding basis. In this effort, I am sure, my Hon'ble friends on the other side of the House will continue to take the same helpful interest as they have done in the past.

The increase in the demand for the ensuing year as compared with the revised budget estimate is due to an indispensable item of capital expenditure of Rs. 21,257 for the re-modelling of the railway siding at Chalakkudi for the transhipment of timber brought down by the Tramway, the reconstruction of the siding having become necessary by the conversion of the railway into Broad-Guage. With these remarks, I request that the House may be pleased to grant the demand.

Motion No. 1.

Mr. P. Krishna Menon.—*To reduce the allotment of Rs. 1,11,534 for Tramway by Re. 1. (To provide such equip-*

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ments and facilities as to attract tourists as Cochin forests abound in beauty—spots and unmatched scenery.

Sir, Iam not unware of the fact that a sort of ludicrous colouring might not be given to the sentiment expressed in the cut motion. Lest ingenious Hon'ble Members attempt such a thing, I will tell them at the very outset that my simple object in tabling this cut motion is to invite the attention of the Government to the possibility of attracting some foreign money by legitimate means. At times when I read in the papers and know from them that contigents of tourists from America have landed in Bombay and 200 have gone to the North West Frontier Province, 300 to Calcutta and a small number to southern India I have been thinking whether we could not by legitimate means attract some tourists to these parts. No doubt unless sufficient attractions are offered it is not possible to attract their attention. But it is also to be remembered that once we attract their attention and we are able to give them something in return for the trouble and expense they undergo we are sure that more people may be expected in due course. Especially seeing that the railway has been converted into Broad—Guage and also recollecting for the moment that even passenger steamers are going to touch Cochin also by a regular steamer service, we can expect foreigners coming in for various purposes. If in the course of their travels they find that there is something really worth seeing here I am sure people who can afford to do so will turn their attention to such things.

As for the forests I have said in the cut motion itself that I am aware that there are many beauty—spots and fine scenery scattered about in our forests. To mention only one there is the incline which, if I am rightly informed, is perhaps the longest in India. The small one that exists I am told somewhere in the Himalayan ranges is a much smaller one than the one we have. I am sure Hon'ble Members who have gone as far as Parambikulam, will testify to the statement that I have made. Just to show how I expect the country to be benefitted by attracting tourists I wish to illustrate to the Hon'ble Members by a reference to the experience not only of myself but of many of my Hon'ble Colleagues here.

You all know the small village known as Chewara and before perhaps the water supply from Chewara was introduced into Ernakulam what a large number of people used to go and stay there during summer. As a matter of fact that was the time when many people of the locality had a full meal both morning and evening. So poor is the country that they find it difficult to get on with the ordinary means of subsistence. But when there is a

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large number of visitors going to the place and staying there they find means for their living in various ways. Similarly I expect much, if more influential and more wealthy people resort to this place there will be a general benefit conferred on the country as a whole. Of course so far as the other parts of Cochin are concerned equally important it is to take similar efforts and I am glad to learn that even the Government have some correspondance going on with reference to the starting of a decent hotel either in Ernakulam or in the Reclamation area. Now a little bit of propaganda work will also be necessary and by way of illustration I would invite the attention of those people who have travelled by the railway that in almost all the stations we find placards and boards inviting pilgrims particularly in South India and I am sure the railway authorities would not have gone in for this expenditure but for the fact that they expect to earn something in return. I have here half a dozen pamphlets which are issued from Germany. They have come all the way from Germany to South India and Cochin. Certain towns in Germany have invited people, they have extolled the sceneries, buildings etc. of those places. A little propaganda work is all that is necessary. Just for illustration's sake if there is a Board at Chalakkudi put up describing or illustrating the incline I am sure some at least would be inclined to pay a visit, at least those who have an eye to such things will certainly be attracted and in the long run material benefit will accrue to the people as a whole. I do not think that I need take up the time of the Council by going over the details. This is only to draw the attention of the Government to make facilities with regard to the travel to reach the particular place in the forest and once they reach the place to see that proper accommodation for them is to be had. Of course, I know that the Madhom has been put up which will give sufficient convenience and I know it is possible even now to travel by the Tramway. But of course there are so many little formalities that have to be gone through where some relaxation is to be made. It is only to bring this aspect of the question that I have tabled this motion.

Mr. T. Narayana Menon.—I have absolutely no exception to take to the excellent ideas expressed by the Hon'ble Mover of the cut motion. But I have to point out certain practical difficultes in the matter of organizing a regular tourist service. One of the first requisites will be to organize a passenger service by the Tramway. I need hardly point out to you that the Tramway was originally designed and constructed and is being carried on only for the purpose of carrying timber and not for passenger traffic. As the Hon'ble Mover himself has done those who

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have travelled up the Hills by the Tramway can, I believe testify, to the fact that the amenities of Tramway travel are not such as can be very attractive to any tourist. Of course it can be made so if we are prepared to spend a sufficiently large amount on the Tramway by remodelling the line and constructing rolling stock. But under present conditions, I am sure the Hon'ble Mover himself will not advise us to spend any more money upon it. There is another point which I would like to bring to the notice of this House, namely, that the period available for visiting Parambikulam is not more than two or three months in a year because in the summer months the Hills are malarial and during the monsoon months I am afraid the journey cannot be of a pleasant character. The question then is whether for this short period of two months alone we shall be justified in spending a large amount of money to make the Tramway convenient for passenger travel. If you take that aspect of the question you will find that it is not desirable to organize a regular passenger service. But as the Hon'ble Mover himself knows very well the Government have always given every possible facility to those who wish to go up the Hills and I can assure the Hon'ble Members that we shall always be glad to continue to do so in future also. It may not therefore be possible to do anything more at present.

Mr. P. Krishna Menon.—In tabling this motion I never intended that Government should go in for any high expenditure for this purpose. I have only brought the matter to the notice of the Government and I would certainly be satisfied if some attempt is made without incurring very large expenditure to attract visitors. As I have no intention to press the motion I request the permission of the House to withdraw.

Motion was, with leave, withdrawn.

The total Demand under Tramway put and carried.

16.—Law and Justice—Rs. 1,81,825.

Mr. Thomas Manjuran.—Sir, I rise to move for a grant of Rs. 1,81,825 under 16—Law and Justice. I do not feel called upon to make any speech atall in connection with this matter. The course of law and justice has been as usual and nothing startling or remarkable has happened during the past year or is likely to happen in the course of next year. There is a slight increase over the budget estimate of last year, a couple of thousands of rupees, and it is accounted for mainly by the periodical increments earned by the employees in the service. There is nothing hence for me to make any long speech about. The courts of law, established in the land, have been functioning, I believe, to the satisfaction of all and no serious complaint

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